

Restored Stearman displayed

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By SONNI SCHWINN

Heber City Correspondent
HEBER CITY — A restored

Stearman trainer built by Boeing Aircraft that had been used as a primary trainer during World War II by the U.S. Army Air Corps and Navy, was brought by the Confederate Air Force (CAF) to the Fifth Annual Beehive State Fly-In at the Heber City Airport last weekend.

The CAF, dedicated to the preservation of combat aircraft of World War II, rescued the trainer's carcass from where it had crashed in the Oquirrh Mountains, said Jack Schade. After five years, "a lot of money and a lot of manpower," the plane was completely restored and is flyable.

The CAF's purpose is to "acquire, restore and maintain in flying condition," vintage 1939 to

1945 combat aircraft, Schade said.

Ninety-four CAF squadrons, from New Zealand to Spain, maintain 147 aircraft in its flying museum, headquartered in Harlingen, Texas.

The organization puts most of its fleet in the air for an annual show in Harlingen during the second weekend in October. Historical World War II battles are simulated during the show, like the attack on Pearl Harbor that drew the U.S. into the war and General Jimmy Doolittle's raid on Tokyo.

The only requisite for membership in the CAF is an interest in the preservation of World War II combat aircraft, including veterans who flew the planes during the war.

Among the CAF officers in Heber City for the fly-in were Seymour Isaacs, who flew B-17s over Ger-

many, and Fred Selle, a fighter pilot who flew P-38s over North Africa with Doolittle, then piloted Thunderbolts in the Pacific. Schade flew B-29s over the Pacific and participated in fire-bombing missions over Japan.

The CAF collection of 68 different aircraft types from the war years includes the only helicopter to see service in World War II, and aircraft from the Royal Air Force and German Luftwaffe, as well as a fleet of replica aircraft of the Imperial Japanese Navy. More than 130 aircraft in the collection are flying or being restored to flying condition.

Between 1934 and 1960, the aerial armada of more than 300,000 aircraft, produced by American industry in three and a half years, was being turned into scrap.

Taxiway For Airport Approved

A 6,000-foot-long taxiway, parallel to the Heber City airport runway, has been approved by the Utah Aeronautical Committee and the Utah Transportation Commission.

The city will be required to pay five percent of the \$602,830 project. The balance will be funded by the Federal Aviation Administration and the Aeronautics Division of the Utah Department of Trans-

portation (UDOT).

"The taxiway will help eliminate traffic flow problems caused by planes coming on and off the runway and will improve on-ground safety," said Phil Ashbaker, UDOT director of aeronautics.

Construction is scheduled to begin next spring and take two to three months. Construction to lengthen the runway is also scheduled for next spring. 10-17-90

Heber City Airport Gets High Grades, Needs Improvement

12-12-88

The Heber City Airport received some high marks in a recent Wasatch Mountain Regional Council survey of some 1,300 Utah pilots, comparing 12 regional airports. Heber also received some very low marks, but money is already in place for improvements in most of the areas that were rated low.

Lee Rowser, fixed base operator at the Heber facility, told the city council last Thursday that the Heber airport services ranked third, below the Salt Lake International and Ogden airports, and its hangars also ranked third, below the Salt Lake International and Tooele Municipal airports. Management in Heber City was the fourth best, below Morgan, Spanish Fork and just two percentage points below Salt Lake

International.

Heber City's runway length and taxiways received very low grades and the terminal was rated next to the bottom in the region, just above Morgan, which has no terminal at all. The apron area was rated about halfway between the best and the worst. Heber and Morgan got the bottom ratings for having no navigational aids.

However, federal and state money already has been committed for lengthening the Heber airport's runway next summer and the city is setting money aside to improve the taxiways, also possibly next summer.

Rowser told the council he was preparing a proposal that might make it possible to build a new terminal, since terminals don't

qualify for federal and state funding. He also hopes the airport can eventually be equipped for instrument approaches.

Rowser reported the past year has been the best, by far, that he's had since he took over management of the airport about three years ago.

Mayor Scott Wright said Harold Broadhead, of the Utah State Experimental Aircraft Sport Aviation Assoc., recently told him the organization plans to hold its annual fly-in at the Heber City Airport again next Fall, for the third year in a row.

Wright said he told Broadhead, "It's our desire to see that airport...become a first class operation. But before that can happen, we've got to have a new terminal building out there." He said Broadhead responded that he would see what he could do to help get some funding.

Rowser commented that "if all else fails", next Spring he plans to present a proposal to the council to amend the lease to help finance a new \$300,000 building. But he said he would also have to find private investors.

He said about 40 planes are now based at the Heber facility, compared to three when he took over. He estimated that about one fourth of the planes are owned by people who live in Wasatch County, and about half by Park City residents. He said he continues to get requests for hangars and expects to keep building them until they reach the end of the airport property.

Rowser further reported that, according to the survey, of the pilots who use the Heber airport, 52 percent are from Park City and 28 percent are Wasatch County residents, four percent are from Orem and another four percent are from Salt Lake City, plus the transient traffic. He said local use is steadily increasing.

Heber Airport Helps Law Enforcement

12-12-90

As the Heber City airport continues to be upgraded, expanded and improved, the benefits to Wasatch County and local business will continue to grow. But, as an important side benefit, the airport also is proving to be a valuable asset to law enforcement agencies.

Two Wasatch deputies, Bill Sellier and Glen Van Wagoner, are licensed pilots and are on call whenever they are needed. Sheriff Edd Thacker said they can be airborne within ten minutes after being alerted, while ground crews, like firefighters, search and rescue, and deputies, are still mobilizing.

A deputy in an airplane can pinpoint the location of smoke in a remote area and determine whether or not it is just a campfire. He can guide firefighters to the site, describe the conditions, and warn them of any hazards they might need to be prepared for. Whenever possible, another person goes along with the pilot as a spotter.

The pilot-deputies participate in search and rescue operations and may be able to locate a lost person long before ground crews. And having a deputy in the air was a vital part of a recent incident in which the U.S. Forest Service and County Sheriff's office cooperated in apprehending three suspects seen at the site of a plot of marijuana.

As Thacker described the incident, after officers on the ground spotted

the suspects tending the marijuana, Sellier was called to go into the air. He was able to watch the suspects, without arousing their suspicion, tell the officers on the ground which direction the suspects were going, which vehicle the suspects got into, and which way they drove.

"That made it a lot easier for us, because there were a lot of ways out of there. We would have had a hard

time covering them without the airplane," said Thacker. "He talked us right into where they were and where the vehicle was parked"

A plane was also used during the August wildfire on Wasatch Mountain "to get an overall view of what was happening", and conducted the first search for the two firefighters who lost their lives in the fire, Thacker said.

Law enforcement agencies utilize Heber City airport

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Graduates With Degree in Aerospace Engineering

William B. Thacker, son of Wayne and Donna Thacker, of Heber City, received a B.S. degree in Aerospace Engineering from Auburn University, Auburn, Ala.

He has taken an engineering position at Astronautical Labs in Southern California and will be joined by his wife, Karen, and daughter, Courtney. William graduated from Wasatch High School in 1980, attended Snow College, went to Melbourne, Australia on an LDS Mission, received an A.S. degree in Electronic Technology from Utah Technical College in 1986, and received a B.S. from Auburn University in December, 1990. 1-16-91